

# Appendix N-A: Benchmarking Table

NAPA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	Benchmark	Napa Current Practice	Best Practice Examples
<p><b>Inventory of Pedestrian Facilities</b></p> <p>A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	Key Strength	<p>The city is currently assembling a GIS-based inventory of existing or missing sidewalks and curb ramps through their Asset Management Plan, which is separate from the inventory collection process for this Plan.</p> <p>Sidewalk projects are funded through the CIP and the sidewalk maintenance program, which has an annual funding level of approximately \$1,500,000. This program includes maintaining curb ramps, repairing tree damage, and constructing missing sections of sidewalk.</p> <p>Additionally, the city coordinates efforts for the 10-mile repaving program with sidewalk repair projects to combine resources if possible.</p> <p>The city offers partial reimbursement of funds for repairs of displaced or damaged sidewalks to property owners through the Sidewalk Repair Program.</p>	<ul style="list-style-type: none"> <li>Expanding the GIS sidewalk inventory to include informal public pathways and key pedestrian opportunity areas in the city.</li> </ul>
<p><b>Traffic Calming Programs</b></p> <p>Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	Key Strength	<p>The City of Napa has Citywide Guidelines for Traffic Calming that consider non-vertical elements first, such as striping, radar speed feedback signs, or enforcement. Vertical installation, like speed humps, are prohibited on primary response routes. The guidelines can be found here: <a href="http://www.cityofnapa.org/images/publicworks/Traffic/TACpolicies/tac_12b1.pdf">http://www.cityofnapa.org/images/publicworks/Traffic/TACpolicies/tac_12b1.pdf</a></p> <p>Funding is limited for data collection and surveys required to justify traffic calming, and residents are given the option to raise private funds.</p>	<ul style="list-style-type: none"> <li>Considering creating a formal Neighborhood Traffic Management Program (NTMP) to facilitate implementation of traffic calming projects as funding sources become available and to refresh the inventory of improvements.</li> </ul>



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<p><b>Identifying Crossing Barriers</b></p> <p>Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying barriers and developing alternative methods of crossing, or improving designated crossings, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>	Key Strength	<p>The Downtown Napa Specific Plan (DNSP) identifies pedestrian barriers in the downtown area, along with a proposed network of multi-use paths through downtown that will connect to existing Napa River crossings. Additional shared use crossings are proposed in the downtown area across the Napa River, the Wine Train tracks, and high-volume streets like Soscol Avenue, Third Street and below First Street.</p> <p>Outside of downtown, several suggested crossings are identified along proposed routes in the City of Napa Bike Plan. An undercrossing at SR 29 along Napa Creek and a Vine Trail connection across Redwood Road are proposed for the 2040 Countywide Transportation Plan Project List.</p>	<ul style="list-style-type: none"> <li>• Securing funding for proposed crossings in the DNSP and the 2040 Countywide Transportation Plan.</li> <li>• Continuing pursuit of outside funding through grants and other sources that are designated for this purpose.</li> </ul>

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<b>Design and Development Standards</b> Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.	Key Strength	<p>The city has developed and adopted the 2012 Downtown Napa Specific Plan (DNSP), providing local design guidelines for walkability and pedestrian facilities. The DNSP also includes a proposed streetscape plan and typical cross-sections with minimum sidewalk widths for identified “Core Streets” and “Secondary Streets”. Zoning overlays govern the allowed Building Forms for development that contribute to a “sense of place” in Downtown Napa.</p> <p>The DNSP also recommends adopting a policy to balance the design requirements of delivery vehicles and pedestrians downtown by designating pedestrian-oriented streets and delivery vehicle-oriented streets with appropriate design guidelines for each.</p> <p>Pedestrian-friendly design is included in the development guidelines for the Soscol / Downtown Riverfront Design Guidelines, with a focus on human-scale design and streetscape improvements. The 2004 Residential Design Guidelines emphasize place making for infill neighborhoods in evolving areas and encourage new projects to consider pedestrian connections, avoid parking that separates the project from the street edge, include a streetscape plan, and fully integrate parks and community facilities.</p>	<ul style="list-style-type: none"> <li>Consider a refresh of the Napa Residential Design Guidelines (2004) to determine their effectiveness to promote pedestrian-friendly neighborhoods and for consistency with the more recent Housing Element of 2015.</li> <li>Following the DNSP guidelines for delivery vehicle-oriented streets and pedestrian-oriented streets when appropriate and consider designating streets downtown for the appropriate application.</li> </ul>
<b>Complete Streets Policy</b> Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.	Key Strength	<p>The City of Napa complies with MTC’s complete streets requirements through implementation of various policies outlined in the General Plan.</p> <p>Impact fees are assessed for transportation impact mitigations and as part of the implementation of the mitigation measure(s), all forms of active transportation are considered in project development and construction.</p>	<ul style="list-style-type: none"> <li>Considering feasibility of incorporating multi-modal level of service criteria to help quantify mitigation measures for pedestrians</li> <li>Developing a checklist for project review to ensure routine application of the Complete Streets policy.</li> </ul>



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<b>Street Tree Ordinance</b> Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public infrastructure and/or utilities.	Key Strength	Napa has a street tree ordinance specifying the responsibility of maintenance of street trees and the permitting requirements for planting and removal of street trees. The Tree Advisory Committee maintains a tree species list that is approved to prevent root damage to sidewalks.	
<b>Walking Audits</b> Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility.	Key Strength	Project-specific walking audits have been conducted in the City of Napa.	<ul style="list-style-type: none"> <li>• Conducting regular walking audits as part of a citywide safety program for pedestrians could complement existing sidewalk maintenance efforts and health-related programs within the city. This could also include distribution of the media campaign that Napa Valley Transportation Authority (NVTa) is pursuing.</li> <li>• Continuing to conduct project-specific walking audits, as needed.</li> </ul>

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<p><b>ADA Improvements</b></p> <p>Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>	Enhancement	<p>The City of Napa follows federal and state design standards for curb ramps which include truncated domes and grooving details as well as required pedestrian clearances.</p> <p>City-specific standards for curb returns show curb ramps to be placed at the center of the curb return where feasible and directional curb ramps are developed on a case-by-case basis.</p> <p>The city has a 2008 ADA Transition Plan which prioritizes facility improvements that provide access to or within city buildings. According to the Plan, the city has a number of programs dedicated to making the city's streets and sidewalks more accessible, including annual installation, repair, and maintenance programs, a complaint/request process, and pedestrian-related capital projects.<sup>1</sup> The city has recently completed a survey of city-maintained curb ramps and sidewalks through an Asset Management System Process.</p>	<ul style="list-style-type: none"> <li>Implementing directional curb ramps where practical.</li> <li>Incorporating PROWAG recommendations into local design standards as appropriate.</li> </ul>
<p><b>Pedestrian Volumes</b></p> <p>Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	Enhancement	<p>Napa does not regularly collect pedestrian counts, but does require some project-specific traffic studies to collect pedestrian counts with manual intersection counts.</p>	<ul style="list-style-type: none"> <li>Using collected volumes in this plan to inform the identification of pedestrian nodes in the next update to the General Plan.</li> <li>Collecting pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all manual intersection turning movement counts, where appropriate.</li> <li>Geo-coding existing and future volumes with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.</li> </ul>

<sup>1</sup> City of Napa ADA Self-Evaluation & Transition Plan, 2008



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<p><b>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</b></p> <p>Providing all-ways stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) defines warrants for installing signals and stop signs.</p> <p>The 2014 MUTCD requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a “head start” signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>	Enhancement	<p>Napa follows MUTCD requirements for both stop sign and signal warrants.</p> <p>The City of Napa requires countdown signals and LED indications to be installed when an existing signal is modified or a new signal is installed. The city is in the process of collecting an inventory of stop signs, sidewalks, curb ramps, trees, and lighting for a GIS database as part of their Asset Management Plan.</p>	<ul style="list-style-type: none"> <li>Best practices for local, pedestrian friendly stop-sign warrant application include: <ul style="list-style-type: none"> <li>Requiring a collision history of three instead of five years based on routine underreporting</li> <li>Reducing traffic volume thresholds based on latent demand</li> <li>Providing consideration for school children, pedestrians and traffic speeds</li> </ul> </li> <li>Expanding the GIS-based inventory to include pedestrian-related markings and traffic signals with pedestrian facilities.</li> <li>Installing LPIs in areas of high pedestrian activity and providing a right-turn-on-red restriction as necessary per recent research findings<sup>2</sup> may help improve pedestrian safety.</li> </ul>
<p><b>Speed Limits and Speed Surveys</b></p> <p>Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	Enhancement	<p>In Napa, speed surveys are conducted every seven years following MUTCD guidelines. The city has reduced speed limits to 25 mph in school zones. Traffic calming is considered in known pedestrian zones like downtown if speeds are higher than the posted limit. Residents may also submit a request for traffic calming in areas of specific concern. Tactics like police enforcement, education or striping are the first tools considered for traffic calming.</p>	<ul style="list-style-type: none"> <li>Considering implementing reduced speed limits of 15 mph in eligible school zones.</li> <li>Employing traffic calming strategies in locations where speed surveys suggest traffic speeds are too high for pedestrian areas.</li> <li>Best practices to consider include reviewing design standards in pedestrian areas to prevent a routine need for traffic calming.</li> </ul>

<sup>2</sup> Hubbard, S, Bullock, D and J. Thai, Trial Implementation of a Leading Pedestrian Interval: Lessons Learned, ITE Journal, October 2008, pp. 32-41.

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<b>Crosswalk Design Guidelines</b> A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments citywide.	Enhancement	<p>The city currently does not have a crosswalk policy, but design guidelines for enhanced crosswalks in downtown are included in the Downtown Napa Specific Plan.</p> <p>The city makes decisions regarding crosswalks on a case by case basis, and prefers crosswalks to be located at signalized crossings rather than mid-block. The city has removed mid-block crossings downtown and requires strong justification based on engineering evaluation for new mid-block crossings to be approved.</p>	<ul style="list-style-type: none"> <li>Consider adopting a local crosswalk policy to include criteria for appropriate locations to install crosswalk enhancements such as flashing beacons or advanced yield markings.</li> <li>Conducting audits of the adequacy of current crosswalks to address pedestrian safety, using nationally accepted best practices and recent research.</li> </ul>



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<p><b>General Plan</b></p> <p>Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas.</p> <p>A city's General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	Enhancement	<p>Residential densities in Napa range from 2 to 60 dwelling units/acre. Mixed-use is encouraged in designated areas by Napa's General Plan, with three tiers of density designated downtown as part of the Building Form Zones in the Downtown Napa Specific Plan (DNSP).</p> <p>A Parking Exempt (PE) District has been established downtown, which allows lower off-street parking requirements to maintain a pedestrian-scaled street frontage and encourage drivers to "park once" when arriving downtown. The DNSP recommends several parking policies downtown, which are under consideration.</p> <p>The city's General Plan highlights the importance of maintaining walkability downtown and identifies the proposed River Trail and a trail along the Wine Train tracks as potential "pedestrian arterials" to connect neighborhoods to downtown. The General Plan identifies a framework of roadway classifications, crucial corridors, a bikeway system and trail plans. The DNSP uses a typology hierarchy of "Core Streets" and "Secondary Streets" to apply streetscape features to downtown streets. The General Plan allows for a relaxed Level of Service (LOS E rather than LOS D) in Downtown Napa within the area bounded by Soscol Avenue, First Street, California Boulevard and Third Street; Jefferson Street between Third Street and Old Sonoma Road; and Silverado Trail between Soscol Avenue and First Street.</p>	<ul style="list-style-type: none"> <li>Developing an implementation plan for the findings of the Downtown Parking Management Plan.</li> <li>Establishing transit and auto-vehicle policies in the General Plan that are pedestrian-friendly and support a balanced multi-modal transportation network.</li> <li>Identifying pedestrian nodes in future updates to the General Plan.</li> <li>Prioritizing sidewalk improvement projects in pedestrian-overlay areas.</li> <li>Developing a layered roadway network by mode to identify corridors that prioritize pedestrians, bicycles, transit or autos to address tradeoffs related to multimodal level of service.</li> </ul>



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<b>Historical Preservation</b> Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.	Enhancement	<p>The Downtown Napa Specific Plan stresses preserving historic sites and includes design guidelines for historic resources, and the public realm. Specific historic sites from the city's Historic Resource Inventory are covered in the Historic Resources Guidelines, but they refer to the Soscol Corridor/Downtown Riverfront Development and Design Guidelines for pedestrian-oriented considerations.</p> <p>The city does not have a historic walking route, map, or wayfinding program; however, information on historic interest sites is available on the city's website for visitors.</p>	<ul style="list-style-type: none"> <li>Developing a map to showcase natural or local sites of interest, and linking key features in the city, including a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and wayfinding signs, maps, and plaques could also be provided throughout the city.</li> </ul>
<b>Open Space Requirements</b> Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.	Enhancement	<p>The City of Napa has multiple zoning districts allocated for public lands devoted to public open spaces and trails, greenways, parkways, and nature preserves, including the Downtown Public land use district and the Parks and Open Space District. The Downtown Parks and Open Space land use district is intended for passive and active recreational uses including public gatherings and events. Pedestrian access to open space is only addressed in ordinances for specific sites, such as those for the Gasser Master Plan district.</p> <p>Some ordinances reference the requirement of an approved landscaping plan for open space areas, but no requirement of pedestrian access is mentioned. The DNSP does recommend requiring open space improvements for development downtown to connect to the network of pedestrian-friendly sidewalks, courtyards, and plazas and includes open space guidelines that accommodate pedestrians.</p>	<ul style="list-style-type: none"> <li>Considering expanding open space requirements to include provisions for pedestrian safety and accessibility.</li> </ul>



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<p><b>Transportation Demand Management</b></p> <p>Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>	Enhancement	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p> <p>The DNSP includes TDM strategies for downtown including employer based programs, parking pricing strategies, car-sharing and ridesharing, which are still under consideration.</p>	<ul style="list-style-type: none"> <li>Implementing a comprehensive TDM program that includes: <ul style="list-style-type: none"> <li>Hiring or identifying a part-time TDM Coordinator if appropriate</li> <li>Creating a TDM program and accompanying website with separate pages for employees, residents, and visitors</li> </ul> </li> <li>Developing a TDM policy which: <ul style="list-style-type: none"> <li>Explores transit improvements downtown, such as restoring the Napa Downtown Trolley as proposed in the DNSP.</li> <li>Implements ideas like car-sharing and parking pricing strategies, which are found in the DNSP.</li> <li>Supports the “Car Free” tourism program of the Napa Valley Destination Council and NVTa, which provides information to visitors so they can plan a trip without relying solely on a car.</li> </ul> </li> </ul>
<p><b>Public Involvement</b></p> <p>Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens’ pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	Enhancement	<p>The city provides an on-line service center for residents to file complaints for safety improvements on city streets, and the information is sent to the appropriate city department.</p> <p>The city has a Bicycle and Trails Advisory Commission (BTAC) that is required to cover pedestrian issues.</p> <p>The City of Napa posts advisory notices, road closures, and other neighborhood-specific information on their website. There are also neighborhood specific webpages, where residents can also post concerns and sign up for neighborhood meetings.</p>	<ul style="list-style-type: none"> <li>Organizing neighborhood groups that identify street needs, including greening and traffic calming.</li> </ul>

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<b>Economic Vitality</b> Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.	Enhancement	<p>The Downtown Napa Specific Plan does include façade improvement design guidelines with an emphasis on visual interest for pedestrians.</p> <p>Downtown parking guidelines emphasize the appearance of and access to parking. A park once environment is desired downtown, and is reinforced by the Parking Exempt District and reduced parking ratios downtown, as well as recommendations for mixed-use high-density development.</p>	<ul style="list-style-type: none"> <li>Establishing Business Improvement Districts that can fund streetscape and pedestrian improvements. In Napa, feasibility could be assessed through implementation of the DNSP.</li> </ul>
<b>Pedestrian Safety Education Program</b> Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.	Enhancement	<p>In accordance with policies in the Napa Bike Plan and the General Plan, NVTa is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh's Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan "someone you care about rides a bike".</p>	<ul style="list-style-type: none"> <li>Coordinating with NVTa on pursuing a media safety campaign, and consider the following methods to distribute the campaign in the City of Napa:               <ul style="list-style-type: none"> <li>Including advertisements on buses and bus shelters, through SRTS and in-school curriculum, community school courses, public service announcements, and/or brochures distributed by law enforcement, among many other strategies</li> <li>Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to city events.</li> </ul> </li> </ul>



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<p><b>Safe Routes to Schools</b></p> <p>Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off.</p> <p>Funding for educational programs and/or infrastructure projects is available at the state and federal levels.</p>	Enhancement	<p>The Napa County Office of Education (NCOE) currently administers a Safe Routes To School (SRTS) Program, and has hosted events such as “Walk and Roll” to School Day at schools in Napa, where students compete for the Golden Sneaker Trophy, awarded to classrooms with the best participation.</p> <p>A Safe Walking education presentation is offered to elementary schools in Napa for students in grades K-3. Brochures are handed out during this program as well as at staff meetings, PTA/parent meetings, community health fairs, and farmers markets. Parent presentations include a review of pedestrian laws and ordinances. While program leaders have a goal of reaching every interested school by the end of the grant term in 2016, reaching schools on a weekly or yearly basis has been difficult due to understaffing and scarcity of volunteers.</p>	<ul style="list-style-type: none"> <li>Seeking partners to form school-specific committees of community agencies, parents, advocates, city staff, community health representatives, and other stakeholders to administer SRTS programs at each school in Napa. Hold regular meetings to maintain stakeholder involvement.</li> <li>Using distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for schools in Napa.</li> <li>Coordinating with NVTA to seek additional funding for SRTS.</li> <li>Continue to seek funding for infrastructure projects that support safe routes to school.</li> </ul>
<p><b>Law Enforcement</b></p> <p>Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.</p>	Enhancement	<p>The Police Department is part of the development review process and has also been involved in pedestrian education activities at local schools. Additionally, the Police Department has a page on their website where residents can sign up for neighborhood meetings to discuss local issues and concerns.</p> <p>NVTA is currently working to train California Highway Patrol (CHP) officers in how to educate county motorists about pedestrian safety.</p>	<ul style="list-style-type: none"> <li>Coordinating with NVTA to provide resources for pedestrian safety principles/best practices and education outreach efforts. In Napa, this could include specific pedestrian concerns in the Police Department neighborhood meetings.</li> <li>Working with the police department to designate traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity.</li> <li>Implementing sustained pedestrian safety enforcement and involving the media. In Napa, this could include coordinating with NVTA on the potential media safety campaign as an education opportunity by providing pedestrian safety pamphlets to officers to distribute in-lieu of, or in addition to, citations.</li> <li>Tracking pedestrian-involved collisions aligned with enforcement efforts to analyze trends.</li> </ul>

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<p><b>Coordination with Health Agencies</b></p> <p>Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding.</p> <p>Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.<sup>3</sup></p>	Opportunity	<p>Live Healthy Napa County, a coalition of local community health stakeholders in Napa County, recently completed the countywide Napa County Community Health Improvement Plan (CHIP) in February 2014. The plan proposes new policies and health promotion strategies, including policies that encourage walking and biking.</p> <p>In the City of Napa, health agencies or professionals may attend public meetings for the planning and design of pedestrian facilities if they are a key stakeholder in the area.</p> <p>Live Healthy Napa County completed the first ever Napa County Community Obesity Prevention Plan (Jan. 2015)<sup>4</sup>, which addresses the need to increase active transportation options countywide.</p>	<ul style="list-style-type: none"> <li>Continue efforts to include pedestrian-focused infrastructure projects in the city's Capital Improvement Program to meet built environment goals in the CHIP.</li> <li>Seeking partnership opportunities between health agencies and Safe Routes to School could help to expand the reach of education and promotion of walking in the city and ensure consistency with the CHIP.</li> </ul>
<p><b>Newspaper Rack Ordinance</b></p> <p>Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	Opportunity	<p>The City of Napa does not currently have a newspaper rack ordinance.</p> <p>The Downtown Specific Plan establishes street furniture guidelines which include direction regarding newspaper rack type and placement for the downtown.</p>	<ul style="list-style-type: none"> <li>Consider adopting a Newspaper Rack Ordinance that specifies the permitted number and location of newspaper racks and ensures that racks do not interfere with pedestrian sidewalk access.</li> </ul>

<sup>3</sup> Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

<sup>4</sup> [http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa\\_county\\_community\\_obesity\\_prevention\\_plan\\_\(final\).pdf](http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa_county_community_obesity_prevention_plan_(final).pdf)



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<b>Sidewalk or Street Furniture Ordinance</b> Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.	Opportunity	<p>The City of Napa does not currently have a street furniture ordinance, although the municipal code requires that street furniture in Landmark Districts be appropriate and not interfere with the historic character.</p> <p>The Downtown Specific Plan establishes street furniture and sidewalk guidelines which include direction regarding street furniture type and placement for the downtown.</p>	<ul style="list-style-type: none"> <li>Considering adopting a Street Furniture Ordinance that provides guidance on the placement of street furniture amenities as appropriate.</li> </ul>
<b>Collision Reporting</b> Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).	Opportunity	<p>The City of Napa reviews collision data to help identify CIP projects and evaluate development in the area. Staff can run queries using the Crossroads software as needed. The Crossroads software allows for geo-coding (mapping) and comprehensive monitoring.</p>	<ul style="list-style-type: none"> <li>Expanding monitoring practices to include collision typing for countermeasure selection could allow for more proactive pedestrian safety projects.</li> <li>Pedestrian volume data could be used to prioritize locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program city CIP funding. Volunteers can collect pedestrian volumes at collision locations.</li> </ul>
<b>Coordination with Emergency Response and Transit Providers</b> Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the city and the respective departments.	Opportunity	<p>Police and Fire Department staff is involved in the city's plan-check process.</p>	<ul style="list-style-type: none"> <li>Seeking opportunities for technical collaboration and funding with first responders and transit providers.</li> <li>Exploring ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to major transit connection points and transit centers. In Napa, this would align with the General Plan and the Napa Bike Plan.</li> </ul>

NAPA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	Benchmark	Napa Current Practice	Best Practice Examples
<p><b>Institutional Coordination</b></p> <p>Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking conditions in Napa.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>	Opportunity	City of Napa staff noted that institutional obstacles vary by project, and they did not identify any specific challenges.	<ul style="list-style-type: none"> <li>Continuing to seek opportunities to collaborate with local schools to improve pedestrian safety around schools.</li> <li>Proactively seeking opportunities to collaborate with Caltrans and/or local jurisdictions to improve pedestrian safety.</li> </ul>



# Appendix N-B: Existing Pedestrian Policies

The City of Napa has adopted policies as part of its general plan in support of walking. Most such policies appear in the circulation element of the general plan. Other supportive policies appear in the land use element as well as in the Downtown Specific Plan. These policies typically express support for making walking safer, more convenient and more pleasant.

## Napa General Plan (2012)

### Circulation Element

- Goal T-4: To protect residential neighborhoods from high-volume and high-speed traffic and its effects.
  - Policy T-4.1 The City shall identify neighborhoods where traffic conditions may indicate the need for traffic calming measures. Conditions will include, but not be limited to, high vehicle operating speeds, high traffic volumes, and/or high accident rates.
  - Policy T-4.2 The City shall require design of new local streets to balance circulation needs with neighborhood character while still providing an interconnected street network.
  - Policy T-4.3 Where private streets are permitted, the City shall promote design that is safe and attractive.
  - Policy T-4.5 The City shall, whenever possible, require private streets to be consistent with public street standards (e.g., for utilities, street lights, sidewalks, street trees, parking), as well as to include traffic calming measures where appropriate.
- Goal T-8: Develop and enhance opportunities for bicyclists to easily access public transit and other transportation resources. (*NBP Objective 3.0*)
  - T8.4 Consider a “Safe Routes to Transit” program that prioritizes bicycle and pedestrian access to major transit connection points and transit centers. (*NBP Policy 3.4*)
- Goal T-10: Create a countywide bicycle system that is perceived to be safe for bicyclists of all types and age groups, and work to reduce collisions involving bicyclists by 50 percent by the year 2035. (Use 2008 collision data as the baseline for analysis and perform periodic progress evaluations at five-year intervals to benchmark progress.) (*NBP Objective 5.0*)
  - T10.2 Focus on improving safety at intersections by using or installing measures such as pedestrian and bicycle push buttons; high-visibility crosswalk markings; appropriate warning and directional signs; and reassurance or directional markings for bicyclists such as shared lane markings, skip lines, etc.; and through the use of focused education. (*NBP Policy 5.2*)





- T10.4 Safety improvements in the vicinity of schools, major public transit hubs, civic buildings, shopping centers, and other community destinations shall be given a high priority for implementation. (*NBP Policy 5.4*)
- Goal T-11: Support and strengthen local land use policies for compact, mixed-use development in appropriate areas, and for designing and constructing bicycle facilities in new development projects. (*NBP Objective 6.0*)
  - T11.3 Encourage school districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities. (*NBP Policy 6.3*)
- Goal T-12: Develop programs and public outreach materials to promote safety and the positive benefits of bicycling (*NBP Objective 7.0*)
  - T12.1 In conjunction with NVTa, develop and implement a multimedia countywide bicycle and pedestrian safety and education campaign to increase knowledge of riding rules, improve etiquette between motorized and non-motorized modes, to promote bicycle tourism, and increase the awareness of the benefits of bicycling and walking as transportation modes. (*NBP Policy 7.1*)
  - T12.3 Educate law enforcement personnel, agency staff, elected officials, and school officials about the benefits of non-motorized transportation, and the safety needs of bicyclists and pedestrians. (*NBP Policy 7.3*)
  - T12.5 Work with NVTa to distribute bicycle and pedestrian safety, educational, and promotional materials at drivers training and citation diversion programs, school orientations and community and civic events. (*NBP Policy 7.5*)
  - T12.6 Encourage events that introduce the public to bicycling and walking such as bike-to-work, commuter challenges, bike/walk-to-school days, elected official bike rides, etc. (*NBP Policy 7.6*)
- Goal T-16: To provide an interconnected pedestrian network providing safe access between residential areas, public uses, shopping, and employment centers, with special attention to a high quality downtown pedestrian environment with links to neighborhoods.
  - T-16.1 The City shall require sidewalks along at least one side of all new local streets, and both sides of new and reconstructed arterial and collector streets.
  - T-16.2 The City shall require appropriate pedestrian access in all new developments.
  - T-16.3 The City shall develop a major public multi-use trail and amenities along the Napa River from Stanly Ranch to Trancas Street, and along Salvador Channel, while protecting the natural resources along the trail corridor. If feasible, establish a multi-use trail along the Wine Train Railroad right-of-way. See also “Trails” section of Chapter 5, Parks and Recreation.
  - T-16.4 The City shall connect the city's major planned trails (as identified in Chapter 5, Parks and Recreation), to the proposed regional Ridge and Bay Trails, connecting all of these major pedestrian and bicycle routes to downtown.
  - T-16.5 The City shall maintain a pedestrian-oriented downtown area, with retail uses oriented to the sidewalk.

- T-16.6 The City shall work with the Napa Valley Unified School District (NVUSD) and other agencies to actively promote pedestrian safety, particularly for school children and others with special pedestrian needs.
- T-16.7 The City shall work with the NVUSD and local private schools to establish a "safe route to school" plan for elementary and high schools within the city.
- T-16.8 The City shall, where deficiencies in school routes are identified, coordinate with NVUSD and property owners to develop cost effective pedestrian and bicycle access to school sites.
- T-16.9 The City shall continue the sidewalk accessibility ramp program (in addition to improvements accomplished through individual project approval) in order to achieve consistent accessibility to and from the pedestrian environment at intersections.
- T-16.10 The City shall promote the improvement of the pedestrian environment whenever feasible, particularly on high traffic volume streets.

## Land Use Element

- Goal LU-5: To encourage attractive, well-located commercial development to serve the needs of Napa residents, workers, and visitors.
  - Policy LU-5.3 The City shall require major new commercial projects to be designed to support mass transit and alternative modes of transportation.
- Goal LU-6: To improve the vitality and character of downtown through planning, design, business-community partnerships, and City programs and projects that encourage a variety of social, entertainment, cultural, retail, administrative, and government uses.
  - Policy LU-6.1 The City shall require retail and commercial uses to orient to the sidewalk or public spaces and to maintain an active street frontage in the pedestrian-oriented parts of downtown.
  - Policy LU-6.6 The City shall enhance public access to the downtown, including a stronger link to downtown residential neighborhoods, through improvements to directional signs, roads, transit, and pedestrian and bike trails along streets and the river.

## Napa Downtown Specific Plan (2012)

The Downtown Specific Plan provides detailed development regulations and design standards for downtown Napa, covering building forms and land use designations, redevelopment concepts, site layout, architectural design, historic resources, open space, circulation and parking, and streetscape elements for the public realm. Chapter 5 outlines design standards and guidelines for the downtown area. Examples of relevant guidelines and policies include:

- Foster a pedestrian environment by orienting buildings to the street.
- Strongly encourage the use of stepbacks to reduce the impact of taller buildings on pedestrians.



- Orient buildings so that primary façades and key pedestrian entries face major streets or plazas.
- Encourage pedestrian passages that enable through-block pedestrian circulation,
- Locate private parking lots, driveways and loading areas behind buildings, with access from side or rear streets to facilitate active pedestrian edges along building frontages.
- Encourage mid-block breaks between buildings along the Riverfront promenade, that are pedestrian-oriented spaces such as plazas, paseos or courtyards;
- Retain pedestrian scale with design strategies such as upper-story stepbacks.
- Utilize building setbacks and arcaded spaces as an extension of the sidewalk to provide adequate space for pedestrian movement and activity. This space can be used for outdoor seating, street furniture, landscaping and public art that can enliven the streetscape.
- Figure 5.2: Proposed Streetscape Plan (includes gateways, crosswalks, lighting, bike parking, sidewalk furniture, drinking fountains, plazas, and street trees)
- Figures 5.5: Core Street Improvements (typical) and 5.6: Secondary Street Improvements (typical)

## Soscol-Riverfront Design Guidelines

This document presents specific design guidelines for Soscol Avenue, Silverado Trail, the Oxbow District, and the Riverfront District, with some guidelines overlapping with the Downtown Specific Plan. Several pedestrian-focused goals include the promotion of human scale, pedestrian-friendly designs, the creation of a scenic corridor with an attractive neighborhood-oriented village center, and the encouragement of downtown activity. Urban design concepts included in the document also promote a pedestrian-friendly environment by encouraging new buildings to be located closer to the street, with major parking areas to the side or rear, as well as the inclusion of street trees.

## Tannery Bend Design Guidelines

The objectives of these guidelines are to foster a mix of uses and building types to “strengthen Tannery Bend’s existing light industrial riverfront character” as well as provide a zone for residential-compatible specialty food space, beverage processing, arts and crafts fabrication, and light office. It strives to create new connections to the Napa River, neighboring residential areas, and Downtown by “establishing new streets, trail extensions and a staging area for the River Trail”.

## Residential Design Guidelines

Goals of these guidelines include supporting “the development and conservation of walkable and livable neighborhoods reflecting Napa’s context and traditions.” Below are examples of the guidelines found in the document that align with this goal.

### Neighborhood Design Principle 2: Evolving Infill Areas

#### 2.21 Creating a Sense of Place

- New buildings should be designed and oriented to spatially define and activate streets and common open space areas with entry porches and pedestrian routes. Buildings should frame views of hills, historic landmarks, and natural landscape features.

#### 2.23 Creating Residential Streets

- Public streets must meet City of Napa’s Public Works standards, including standards for traffic calming.
- Private drives should be designed as pedestrian-friendly streets that are a natural extension of the neighborhood.
- All neighborhood streets should include an interconnected system of sidewalks and crosswalks.

#### 2.24 Streetscape

- All new residential subdivision developments should include a comprehensive streetscape plan. The plan should satisfy street design, pedestrian comfort, and visual amenity objectives for the neighborhood.
- New subdivisions should include pedestrian-scaled lighting.

#### 2.25 Block Sizes, Lot Patterns and Building Orientation

- Block patterns should result in pedestrian-scaled neighborhood that is comfortable for pedestrians and increases access options for new neighborhoods
- Lots should be planned to promote friendly building orientation towards neighborhood streets. Residential lot patterns should orient porches, yards and architectural plans that enhance the social role of streets in the neighborhood.

## Napa Bicycle Plan

In addition to the Policies listed in the County Bicycle Plan, the Napa Bicycle Plan includes the following City-specific policies:

- CN-1.b The City shall continue to work with the County Flood Control District and Corps of Engineers to complete the City’s multi-use Napa River Trail and connect multiuse trails through the Oxbow Commons



and along Napa Creek in conjunction with completion of the Napa River Flood Protection Project. (page 20)

- CN-1.g The Plan identifies several routes that require bridges or undercrossings including, but not limited to, an undercrossing under Trancas Street to connect the River Trail to Trancas Crossing Park; a mid-block undercrossing under 1st Street to the Opera House Plaza; an undercrossing under SR 29 between California Boulevard and Coffield; a crossing of the rail line at Tulocay Creek; and a Linda Vista bridge. (page 20)
- CN-1.j Pending the availability of funds, Salvador Avenue will be studied to determine how best to address pedestrian and bicycle needs. (page 21)
- CN-2.c The City shall explore design options, including signage, striping, pavement color, wider cross sections, wide gravel shoulders, grade separations, etc. to address known use conflicts along Class 1 multi use paths. (page 22)
- CN-5.a The City shall, as funding and staff resources permit, continue to work with the school district on the “State’s Safe Routes to Schools” Program. (page 24)
- CN-9.b Encourage public-private partnerships to expand maintenance activities, for example through the city’s adopt a park/trail program or an annual trail cleanup. (page 27)

## Traffic Calming Program

The City’s traffic calming program targets residential and collector streets. The main operational objectives include the majority of vehicles traveling within 5 mph of the appropriate speed limit, reduced cut-through traffic where needed and where the remedy will not create a problem on other streets, and reduced collisions between vehicles and pedestrians.

Sections that specifically relate to pedestrian design are included below.

### 2.6 Role of Traffic Calming in the Safe Routes to School Program (page 21)

Many cities have developed “safe routes to school” programs to identify potential concerns for students walking to and from neighborhood schools, including issues related to sidewalks, crosswalks, and drop-off and pick-up zones. Appropriately installed traffic calming devices on roads leading to schools may enhance conditions near a school and complement a “safe routes to school” program.

### 3.3 Designing Street Networks - Pedestrian/Vehicle Conflict Areas (page 38)

“The major pedestrian routes to school should be identified and traffic controls should be structured so that the number of crossings at uncontrolled cross-streets is minimized.” [...] “entrances can be made safer by combining them with roadway intersections, so that the intersection’s traffic control can also allocate right-of-way to pedestrians. If a pedestrian-oriented land use is located in an area where speeding or high traffic volumes are unavoidable, then traffic calming measures should be selected that incorporate pedestrian accommodations.”

# Appendix N-C: Detailed Project List and Evaluation Criterion

NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
<b>ON-GOING SYSTEM MAINTENANCE</b>				
Sidewalk Gap Closure and Maintenance  (No. 18 on CTP Program List)	Citywide	Citywide	<ul style="list-style-type: none"> <li>Sidewalk maintenance, rehabilitation, and expansion</li> </ul>	Sidewalks Maintenance
<b>CTP OR PRIOR PLANNED PROJECTS</b>				
N-1 Imola Corridor Bicycle and Pedestrian Improvements  (No. 12 on Constrained CTP Project List)	Imola Avenue	Foster Road to Eastern City Limits	<ul style="list-style-type: none"> <li>Sidewalks and bicycle facilities</li> </ul>	Sidewalks Pathway
N-2 SR 29 Bike & Pedestrian Undercrossing  (No. 14 on Constrained CTP Project List)	North Bank of Napa Creek	Under SR29 at approximately post mile 11.67	<ul style="list-style-type: none"> <li>Bicycle and pedestrian undercrossing</li> </ul>	Pathway



NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-3 First Street Roundabouts (West Side)  (No. 16 on Constrained CTP Project List)	First Street	First Street at Freeway Drive and at SR 29 Southbound ramps	<ul style="list-style-type: none"> <li>Roundabouts</li> </ul>	Traffic Calming
N-4 Browns Valley Road Complete Streets Project  (No. 17 on Constrained CTP Project List)	Browns Valley Road	Westview Drive to McCormick Lane	<ul style="list-style-type: none"> <li>Widening to provide sidewalks and bike lanes</li> </ul>	Sidewalks
N-5 5-Way Intersection Modification  (No. 18 on Constrained CTP Project List)	Silverado Trail	Silverado Trail at 3 <sup>rd</sup> Street/Coombsville Road/East Avenue (Intersection)	<ul style="list-style-type: none"> <li>Intersection alignment and crossing enhancements</li> </ul>	Crossing Treatments
N-6 Main Street Sidewalk Widening  (No. 20 on Constrained CTP Project List)	Main Street	1 <sup>st</sup> Street to 3 <sup>rd</sup> Street	<ul style="list-style-type: none"> <li>Sidewalk widening</li> <li>Signal timing improvements for crossings</li> </ul>	Sidewalks Crossing Treatments

NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-7 Linda Vista Bridge and Extension  (No. 21 on Constrained CTP Project List)	Linda Vista Avenue	Southern Terminus of Linda Vista to Robinson Lane	<ul style="list-style-type: none"> <li>New bridge over Redwood Creek and extension of Linda Vista Avenue to Robinson Lane</li> </ul>	Sidewalks Crossing barrier removal
N-8 South Terrace Bridge and Extension  (No. 34 on CTP Project List)	Terrace Drive	Southern terminus of Terrace Drive to Northern Terminus of South Terrace Drive	<ul style="list-style-type: none"> <li>New bridge over Cayetano Creek and extension of Terrace Drive from the southern terminus of Terrace Drive to the northern terminus of South Terrace Drive</li> </ul>	Sidewalks Crossing barrier removal
N-9 Solano Bridge and Extension  (No. 35 on CTP Project List)	Solano Avenue	Southern terminus of Solano Avenue to First Street	<ul style="list-style-type: none"> <li>New bridge over Napa Creek and extension of Solano Avenue south to connect with First Street and Class I trail</li> </ul>	Sidewalks Trail connection Crossing barrier removal
N-10 Salvador Avenue Complete Streets Project  (No. 37 on CTP Project List)	Salvador Avenue	SR 29 to Jefferson Street	<ul style="list-style-type: none"> <li>Widening to provide sidewalks and bike lanes</li> </ul>	Sidewalks
N-11 Pueblo Avenue Overpass  (No. 39 on CTP Project List)	Pueblo Avenue	West Pueblo Avenue to Pueblo Avenue	<ul style="list-style-type: none"> <li>Pueblo Avenue overpass (over SR 29) connecting Pueblo Avenue to West Pueblo Avenue</li> </ul>	Crossing barrier removal Sidewalks
N-12 Overpass at Trower Avenue  (No. 40 on CTP Project List)	Trower Avenue	Trower Avenue at SR 29 Intersection	<ul style="list-style-type: none"> <li>Grade separation improvements at intersection to reconstruct SR 29 as overpass over Trower Avenue</li> </ul>	Crossing Treatments Crossing barrier removal Traffic Calming





NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-13 Salvador Creek Class I Trail  (No. 52 on CTP Project List)	Adjacent to Salvador Creek	Mahe Street to Big Ranch Road	<ul style="list-style-type: none"> <li>Class I multi-use path along creek</li> </ul>	Pathway
N-14 Oxbow Preserve Pedestrian Bridge  (No. 54 on CTP Project List)	Napa River	River Trail to Oxbow Preserve	<ul style="list-style-type: none"> <li>Pedestrian bridge over the Napa River to connect the River Trail to the Oxbow Preserve</li> </ul>	Pathway Crossing barrier removal
N-15 Oxbow District Pedestrian Bridge  (No. 55 on CTP Project List)	Napa River	River Trail to Third Street	<ul style="list-style-type: none"> <li>Pedestrian bridge over the Napa River to connect the River Trail to Third Street</li> </ul>	Pathway Crossing barrier removal
N-16 Laurel Street Sidewalk  (No. 56 on CTP Project List)	Laurel Street	Laurel Manor to Laurel Park	<ul style="list-style-type: none"> <li>Sidewalks</li> </ul>	Sidewalks
N-17 Sierra Avenue Sidewalks  (No. 58 on CTP Project List)	Sierra Avenue	SR 29 to Jefferson Street	<ul style="list-style-type: none"> <li>Sidewalks</li> </ul>	Sidewalks
N-18 Foster Road Sidewalk  (No. 59 on CTP Project List)	Foster Road	Adjacent to Snow Elementary School	<ul style="list-style-type: none"> <li>Sidewalks</li> </ul>	Sidewalks

NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-19 Terrace Drive Sidewalks  (No. 60 on CTP Project List)	Terrace Drive	Coombsville Road to Southern terminus of Terrace Drive	<ul style="list-style-type: none"> <li>Sidewalks</li> </ul>	Sidewalks
N-20 First and Second Street Roundabouts	California Blvd	California Boulevard at First Street and California Boulevard at Second Street	<ul style="list-style-type: none"> <li>Roundabouts</li> </ul>	Traffic Calming
	First Street	First Street at SR 29 Northbound On/Off-Ramps	<ul style="list-style-type: none"> <li>Roundabout</li> </ul>	Traffic Calming
N-21 Shetler Avenue Sidewalks	Shetler Avenue	Corridor wide	<ul style="list-style-type: none"> <li>Sidewalk gap closure</li> </ul>	Sidewalks
N-22 Second Street Bulbouts	Second Street	Second Street at Franklin Street and Second Street at School Street	<ul style="list-style-type: none"> <li>Curb extensions at Second Street Crossings</li> </ul>	Crossing Treatments
N-23 Railroad Crossing Upgrades  (No. 24 on Constrained CTP Project List)	Citywide	Railroad crossings Citywide	<ul style="list-style-type: none"> <li>Concrete panels with flangeway fillers</li> </ul>	ADA
<b>WALK AUDIT POTENTIAL ENHANCEMENTS<sup>1</sup></b>				
N-24 Redwood Road Corridor Improvements	Redwood Road	Linda Vista Avenue to Solano Avenue	<ul style="list-style-type: none"> <li>Feasibility assessment for road diet (ADT&lt;16,000)</li> <li>Sidewalk construction and/or widening along south side of street</li> </ul> <u>Near term:</u> <ul style="list-style-type: none"> <li>Sidewalk/walkway options on south side of street</li> </ul>	Traffic Calming Sidewalks
N-25 Redwood Road Intersection Improvements	Redwood Road	Redwood Road at Linda Vista Avenue	<ul style="list-style-type: none"> <li>Curb extension on northeast corner with directional ramps</li> <li>Advanced limit lines on all legs</li> </ul>	Crossing Treatments



NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-25 Redwood Road Intersection Improvements	Redwood Road	Redwood Road at Dover Street	<ul style="list-style-type: none"> <li>Curb extensions or smaller curb radii on northwest and northeast corners to square up intersection</li> <li>Directional curb ramps on all corners</li> </ul>	Crossing Treatments
		Redwood Road at Carol Drive	<ul style="list-style-type: none"> <li>Curb extensions on all corners to square up intersection</li> <li>Directional curb ramps on all corners</li> <li>Realigned marked crosswalks on all legs</li> </ul>	Crossing Treatments
			<ul style="list-style-type: none"> <li>Extended crossing times</li> </ul>	Crossing Treatments Signal Timing/Operations
			<ul style="list-style-type: none"> <li>ADA driveway at Redwood Middle School east of intersection</li> </ul>	Sidewalk
		Redwood Road at Solano Avenue	<ul style="list-style-type: none"> <li>Feasibility assessment for curb extension with directional ramps at northeast corner, to include truck turning templates</li> <li>Curb extensions at northeast, southeast and southwest corners with directional curb ramps</li> <li>Advanced limits lines on all legs</li> <li>Striped bike lane to left of right turn pocket</li> <li>Extend bike lane on northbound and southbound approach to intersection</li> </ul>	Crossing Treatments
			<ul style="list-style-type: none"> <li>Protected left turns</li> <li>Extended crossing times</li> </ul>	Signal Timing/Operations
			<ul style="list-style-type: none"> <li>Multi-use path on south side of street as connection to Vine Trail</li> <li>Refuge island at east leg crosswalk</li> </ul>	Pathway Crossing Treatments

NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-26 Redwood Road Transit Improvements	Redwood Road	Redwood Center Shopping	<ul style="list-style-type: none"> <li>Bus shelter on north side of Redwood Road at existing Vine bus stop</li> </ul>	Transit
N-27 Jefferson Street Intersection Improvements	Jefferson Street	Jefferson Street at B Street	<ul style="list-style-type: none"> <li>Advanced yield lines for crosswalk on north leg</li> <li>Refuge island at crosswalk on north leg</li> <li>Right-in only driveway (exits redirected to B Street)</li> </ul>	Crossing Treatments
		Jefferson Street at Calistoga Avenue	<ul style="list-style-type: none"> <li>Curb extensions to align with marked crosswalk and directional curb ramps</li> </ul>	Crossing Treatments
		Jefferson Street at Clay Street	<ul style="list-style-type: none"> <li>Advanced limit lines on all legs</li> <li>Curb extension with directional ramps on northwest corner</li> </ul>	Crossing Treatments
			<ul style="list-style-type: none"> <li>Extended crossing times</li> </ul>	Signal Timing/Operations
	Jefferson Street	Jefferson Street at 1 <sup>st</sup> Street	<ul style="list-style-type: none"> <li>Sidewalk widening south of 1<sup>st</sup> Street on east side of street</li> </ul>	Sidewalks
			OR	
			<ul style="list-style-type: none"> <li>Utility pole relocation</li> <li>Utility undergrounding</li> </ul>	
			<ul style="list-style-type: none"> <li>Directional curb ramps on all corners</li> </ul>	Crossing Treatments
		Jefferson Street at 2 <sup>nd</sup> Street	<ul style="list-style-type: none"> <li>Countdown pedestrian signal heads</li> <li>Lead Pedestrian Intervals (LPIs) or protected lefts for northbound and southbound directions</li> </ul>	Signal Timing/Operations
			<ul style="list-style-type: none"> <li>Feasibility assessment for smaller curb radii on all corners with directional ramps</li> <li>Northbound protected left turn</li> <li>Lead Pedestrian Intervals (LPIs) or protected left for southbound directions</li> </ul>	Crossing Treatments Signal Timing/Operations



NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-27 Jefferson Street Intersection Improvements (cont)	Jefferson Street	Jefferson at 3 <sup>rd</sup> Street	<ul style="list-style-type: none"> <li>Relocated pedestrian push button closer to crosswalks</li> <li>Feasibility assessment for smaller curb radii with directional ramps on all corners</li> </ul>	Crossing Treatments
			<ul style="list-style-type: none"> <li>Extended crossing times with slower walking speed</li> </ul>	Signal Timing/Operations
		Jefferson Street at Oak Street	<ul style="list-style-type: none"> <li>Feasibility assessments for northwest curb extension at north leg and repurposed southbound right turn lane south of intersection</li> <li>Curb extensions with directional ramps on all corners</li> </ul>	Place Making Crossing Treatments
			<ul style="list-style-type: none"> <li>Marked crosswalk on south leg of intersection with northbound parking restrictions to ensure adequate sight lines</li> <li>Realigned marked crosswalk on east leg of intersection</li> <li>Advanced yield lines for southbound approach at existing marked crosswalk on north leg</li> <li>Refuge islands at marked crosswalk on north leg and new marked crosswalk on south leg</li> </ul>	Crossing Treatments
		Jefferson Street at Laurel Street	<ul style="list-style-type: none"> <li>Curb extensions on all corners with directional ramps</li> <li>Advanced limit lines on all legs</li> </ul>	Crossing Treatments
		Jefferson Street at Fuller Way	<ul style="list-style-type: none"> <li>Directional ramps on west leg of intersection</li> </ul>	Crossing Treatments
		Jefferson Street at Pine Street	<ul style="list-style-type: none"> <li>Curb extensions on all corners with directional curb ramps</li> </ul>	Crossing Treatments

NAPA PEDESTRIAN IMPROVEMENT AND ENHANCEMENTS LIST				
Title	Roadway	Limits or Intersection	Description	Pedestrian Component
N-27 Jefferson Street Intersection Improvements (cont)		Jefferson Street at Elm Street	<ul style="list-style-type: none"> <li>Marked crosswalk on north leg</li> <li>Curb extensions on both ends of marked crosswalk with directional curb ramps</li> <li>Parking restrictions in advance of crosswalk for adequate sight lines</li> <li>Refuge island in addition to curb extensions at new marked crosswalk</li> </ul>	Crossing Treatments Traffic Calming
		Jefferson Street at Old Sonoma Road	<ul style="list-style-type: none"> <li>Marked crosswalk on north leg</li> <li>Sidewalk on south side of Old Sonoma Road</li> <li>Reconstructed curb on northwest corner with directional curb ramps to remove slip lane and bring right turns to intersection</li> <li>Driveway closure on Jefferson south of intersection to reduce conflicts</li> </ul>	Crossing Treatments Sidewalk
N-28 Jefferson Street Corridor Improvements	Jefferson Street	Elm Street to Ash Street	<ul style="list-style-type: none"> <li>Continuous sidewalk on east side of street</li> </ul>	Sidewalks
		B Street to Old Sonoma Road	<ul style="list-style-type: none"> <li>Pedestrian scale lighting on east side of street along Fuller Park, between Pine Street and Elm Street and where needed</li> </ul>	Place Making

1. These do not represent planned improvements but rather represent potential enhancements to the roadways walked during the May 2015 walking audits.



EVALUATION CRITERION	
Criterion	Data Set / Metric
Local support	<ul style="list-style-type: none"> <li>Community Support</li> <li>Supports Goals of Existing Plan (General Plan, Specific Plan, Countywide Transportation Plan, Countywide Bicycle Plan, etc.)</li> <li>Orderly Development</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Reduces Potential Conflicts</li> <li>Improves Operations</li> </ul>
Transit	<ul style="list-style-type: none"> <li>Within ½ mile of a transit stop</li> <li>Within ¼ mile of a transit stop</li> </ul>
Schools	<ul style="list-style-type: none"> <li>Within ½ mile of a school</li> <li>Within ¼ mile of a school</li> </ul>
Connection	<ul style="list-style-type: none"> <li>Sidewalk Gap Closure</li> <li>Trail Connection</li> <li>New Sidewalk Connection</li> <li>Improves Access to Employment, Service, and Recreation Destinations</li> <li>Mix of Land Uses Served</li> <li>Improves Access for ADA</li> </ul>

EVALUATION RESULTS							
Project	Local support	Safety	Transit		Connection	Schools	
			Half Mile	Quarter Mile		Half Mile	Quarter Mile
CTP OR PRIOR PLANNED PROJECTS							
N-1	✓	✓	✓	✓	✓	✓	✓
N-2	✓	✓	✓	✓	✓	✓	✓
N-3	✓	✓	✓	✓	✓	✓	✓
N-4	✓	✓	✓	✓	✓	✓	
N-5	✓	✓	✓	✓	✓	✓	✓
N-6	✓	✓	✓	✓	✓	✓	✓
N-7	✓	✓	✓	✓	✓	✓	✓
N-8	✓	✓	✓	✓	✓	✓	
N-9	✓	✓	✓	✓	✓	✓	✓
N-10	✓	✓	✓	✓	✓	✓	✓
N-11	✓	✓	✓	✓	✓	✓	
N-12	✓	✓	✓	✓	✓	✓	✓
N-13	✓	✓	✓	✓	✓	✓	✓
N-14	✓	✓	✓	✓	✓	✓	
N-15	✓	✓	✓	✓	✓	✓	
N-16	✓	✓	✓	✓	✓	✓	✓
N-17	✓	✓	✓	✓	✓	✓	✓
N-18	✓	✓	✓	✓	✓	✓	✓
N-19	✓	✓	✓	✓	✓	✓	
N-20	✓	✓	✓	✓	✓	✓	✓
N-21	✓	✓	✓	✓	✓	✓	✓
N-22	✓	✓	✓	✓	✓	✓	
N-23	✓	✓	✓	✓	✓	✓	✓





EVALUATION RESULTS							
Project	Local support	Safety	Transit		Connection	Schools	
			Half Mile	Quarter Mile		Half Mile	Quarter Mile
WALK AUDIT POTENTIAL ENHANCEMENTS							
N-24	✓	✓	✓	✓	✓	✓	✓
N-25	✓	✓	✓	✓	✓	✓	✓
N-26	✓		✓	✓		✓	✓
N-27	✓	✓	✓	✓	✓	✓	✓
N-28	✓	✓	✓	✓		✓	

# Appendix N-D: Plan Adoption Resolution

*Plan Adoption Resolution will be inserted after this cover sheet*



